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Shipping Companies.

1. The Polish state-owned shipping companies included: the Polskie Linie Oceaniczne (POL) in Gdynia which operated large ships for long-distance voyages, i.e. transatlantic service and long-distance tramping (for ship's list, see Annex 1); the Polska Zegluga Morska (PZM) in Stettin, which operated short distance voyages including liner-service from Stettin and tramping in the Baltic Sea and the North Sea (for ship's list, see Annex 2); the DALMOR Przedsiębiorstwo Dalekornskich Sp. o.o. in Gdynia, nationalized fishing company which owned all steam trawlers, and recently bought motor ship MORSKA WOLA, 3,357 GRT, for use as a fishery tender in the North Sea during summer and as a cargo vessel transporting fish from Emden to Swinemünde during the off-season; and the Polskie Ratownictwo Okrętowe in Gdynia, which was the state-owned salvage company. No vessels of this company were observed.

Ships built in 1952.

2. New ships put into service in 1952 included:

S.S. PSTROWSKI	1,550 GRT	built by the Danzig Shipyard and launched on 1 May 1950. Seen for the first time in the coal and ore tramping trade in March 1952.
Owned by PZM		
M.S. DUNAJEC	487 GRT	built by the Danzig Shipyard and seen plying between Stettin and Antwerp for the first time in March 1952.
Owned by PZM		
S.S. NOWA HUTA	2,684 GRT	built by the Danzig Shipyard and launched on 1 May 1950. Seen for the first time on a voyage to the Mediterranean and, possibly, to China in October 1952.
Owned by POL		
S.S. GDYNIA	1,550 GRT	built by the Danzig Shipyard. On 4 November 1952, she was towed to Aarhus for completion, which took 6 months and cost 4,500,000 Danish Crowns.

As compared with previous years, the shipbuilding activity decreased considerably. The capacity of the shipyards was obviously utilized primarily for the USSR which took over all.

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Ships bought and repaired abroad.

3. No additional ships could be bought abroad in 1952. Ships which had been in shipyard hands at the end of 1951 and were delivered included:

S.S. FRYDERIK CHOPIN	8,061 GRT	the former WISCONSIN, which after a repair period of one year was delivered in Le Havre on 2 August 1952 and was placed on the China route.
Owned by POL		
S.S. KIELCE	2,352 GRT	the former EMILY SAUBER, which was delivered in Elsinore in July 1952 and was put into tramp service after a repair period of one year.
Owned by FZM		
Steam Tanker FRAGA	8,206 GRT	the former TAVIRA, which after repair was put into service in Gdynia on 14 November 1951 and, after a voyage to China, was in shipyard hands in Amsterdam since 7 July 1952.
Owned by POL		
S.S. BRATERSTWO	7,770 GRT	which was in shipyard hands in Shanghai for repair of weather damage and was to be completed by the spring of 1953.
Owned by POL		
S.S. REPUBLIKA	6,419	which had sprung a leak, was in shipyard hands in Shanghai since August 1952 and was expected to be finished by the spring of 1953.
Owned by a Czechoslovakian company		

The number of Polish ships under repair in foreign shipyards increased further and included:

M.S. CZECH	3,649 GRT	in shipyard hands on the Tyne River from 17 March to 26 April 1952.
M.S. GENERAL BEM	5,011 GRT	in Glasgow from 2 March to 19 May 1952. Again in Glasgow since 16 December 1952.
M.S. STAJOWA WOLA	3,133 GRT	in Middlesborough from 15 December 1951 to 9 August 1952.
M.S. WARINSKI	4,457 GRT	in Hamburg from 23 January to 26 February 1953.
S.S. WISLA	3,108 GRT	in Aarhus from 2 September 1951 to 25 May 1953.
M.S. MIKOLAJ REJ	5,614 GRT	in Copenhagen from 27 February to 29 May 1952.
M.S. WARSZAWA	6,021 GRT	in Glasgow from 5 September to 10 December 1952.
S.S. PRZYSZLOSC	7,196 GRT	in Hamburg from 25 April to 8 June 1952.
S.S. BALTUK	7,001 GRT	in Tyne Shipyard from 11 October to 24 December 1952.
S.S. KOSCIUSZKO	7,572 GRT	in Antwerp from 31 March to 19 October 1952.
M.S. CURIE SKLODOWSKA	4,366 GRT	in Hamburg from 15 February to 5 April 1952.
M.S. PRZYJAZN NARODOW	8,694 GRT	in Bremen from 20 April to 8 June 1952.

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S.S. GONIC 2,263 GRT in Aarhus from 24 October to 22 November 1952
 S.S. ELIYSTOK 7,173 GRT in Hartlepool from 21 September 1951 to 6 February 1952.

All ships listed were POL-ships except S.S. GONIC which was owned by the PZM. As a result of other constructions, the Polish shipyards were overburdened or were unable to repair foreign-built vessels.

Ships no longer seen or not yet observed.

4. Ships no longer or not observed included:

M.S. CDRA and M.S. IITICA, each of 490 GRT, which were launched on 1 May 1950 but were not yet trading; S.S. JOZEF WIECZOREK 1,550 GRT, which had been under construction in the Danzig Shipyard and which was scheduled to be completed by September 1952, but was not yet observed; S.S. LODZ and S.S. GDANSK, each about 2,900 GRT, which were launched on 1 May 1950 and probably were taken over by the USSR. They were no longer listed in the ships' register.

Shipping Policy.

5. In late 1952, the Polish Merchant Fleet included 49 ships with 213,209 GRT of the POL shipping company; 21 ships with 34,551 GRT of the PZM shipping company; and 1 ship of 3,357 GRT of the DALMOR or a total of 71 ships with 251,117 GRT. As compared with 1951, the fleet was not notably increased. No additional ships could be bought abroad, and shipbuilding activity in the Polish shipyards also was poor.

a. The POL shipping company.

Liner service, in the North Sea, the Baltic Sea and the Mediterranean, confirmed at the previous rate with practically the same ships. Passenger vessel M.S. BATORY still traded on the Indian run. Three other ships, engaged in this service proceeded from Indian ports to China. It remains to be seen whether they made single trips or whether this line will be given up as was the South America line. These services were discontinued in favor of the Communist China service, which was widened in 1952 and involved 19 ships with 119,752 GRT or more than 50 percent of the entire POL fleet. Although it was planned to also put Chinese ships and new ships of East Germany on this run no such ships have been observed. Some of the ships were manned with Chinese who had been settled in Danzig. Since some of the ships, bought abroad for service on the China route, needed frequent repair periods in shipyards or had breakdowns while under way, and since no new purchases could be expected, an increased number of Soviet ships were employed between Polish ports and Communist Chinese ports. It cannot be predicted whether the same or continually changing ships will be put on this trade. The number of ships chartered for the China trade was dropping as a result of the embargo. It remains to be seen whether this policy and the fact that ships with illegal cargos are denied fuel, will have any effect on this still increasing traffic.

b. PZM shipping company.

The regular service and tramping of these ships from Stettin remained unaltered in 1952.

c. DALMOR shipping company.

The fact that DALMOR put M.S. MORSKA WOLA into service indicated that the Polish fishing vessels in the North Sea were planned to be utilized more profitably and that fish will be imported by Polish ships.

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6. Summary.

With almost all big ships trading on the China route in 1952 emphasis of Polish shipping was chiefly on that trade making it necessary that important coal and ore shipments in the Baltic had to be effected by chartered ships. This development is unsound for the Polish economy and may be considered an indication of Soviet imperialism which disregards the true interest of Poland.

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3.

Fleet of the Polskie Linie Oceaniczne (P.L.O.) in Gdynia

Serial Number	Name	GRT	Trading Area and Observations
1.	D. BALTYSK	7,001	China service.
2.	M. BATORY	14,287	Liner service with passengers to India.
3.	D. BIALYSTOK	7,173	Tramping to Murmansk and the Mediterranean. Made two voyages from Odessa to India since October 1952.
4.	D. BRATERSTWO	7,777	Under repair in Shanghai since 24 February 1952.
5.	M. BUG	499	Liner service to Scandinavian ports, not observed since July 1952.
6.	D. BYTOM	5,937	Prior to September 1952, voyages from Narvik and Lulea to Danzig. After October 1952, one voyage to Taku Bar. Entered Gdynia on 2 March 1953.
7.	M. CURIE SKLODOWSKA	4,366	China trade.
8.	P. CZECH	3,649	From May to August 1952, plying between Gdynia and Hull. Resumed Mediterranean service in September 1952.
9.	D. FREDERYK CHOPIN	8,061	Was taken over in Le Havre in August 1952. Made trip to China between 1 September 1952 and 29 January 1953.
10.	P. GENERAL BEM	5,011	In shipyard hands in Glasgow from March to May 1952. Tramping to Lulea and the Mediterranean from June to December 1952.
11.	M. GENERAL WALTER	4,716	On the Indian run. Voyage to China via India since December 1952.
12.	D. GIWICE	1,387	Tramping to Mediterranean and North Sea and Baltic. Not observed since 28 August 1952.
13.	D. HEL	1,066	On Baltic port liner service until October 1952. Since November 1952, liner service Gdynia to Antwerp.
14.	M. HUGO KOILLATAJ	3,765	Liner service to India. Left for China on 15 December 1952.
15.	D. JAROSLAW DABROWSKY	3,219	Liner service between Gdynia and London.
16.	D. JEDNOSC	7,017	China service. First voyage from 1 December 1951 to 30 December 1952. Left for second trip to Taku Bar on 6 February 1953.
17.	Tank M. KARPATY	6,487	Until 29 April 1952, trading between Odessa and the Antarctic waters. From 12 August to 2 December 1952, on voyage from Odessa to Shanghai and return. Arrived in Danzig from Constanta on 16 February 1953.

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18.	D. KII IESKI	7,612	China trade. In shipyard hands in Antwerp since 23 January 1953.
19.	D. KOSCIUSZKO	7,572	China service. In shipyard hands in Antwerp from March to October 1952. Left Constanta for China on 10 January 1953.
20.	D. LECH	1,568	Liner service between Gdynia and Hull.
21.	M. LECHISTAN	1,907	Mediterranean and Levant service.
22.	M. LEWANT	1,920	Mediterranean and Levant service.
23.	D. LUBLIN	1,409	Liner service on Gdynia - Hamburg - Rotterdam run.
24.	M. MARCHLEWSKI	1,834	Mediterranean and Levant service.
25.	M. MAZURY	909	Liner service on Gdynia - Hamburg - Rotterdam route.
26.	M. MICKIEWICZ	4,467	China service. Left Colombo for Australia on 5 February 1953 (?).
27.	M. MIKOLAJ REJ	5,614	China service.
28.	D. NARWIK	7,031	Voyage to China from January to May 1952. Later tramping to Lulea and Murmansk. Left for China on 31 December 1952.
29.	M. NOWA HUTA	2,684	New ship built by Danzig shipyard. Trading since October 1952. Left for Mediterranean on 31 January 1953, perhaps going on to China. Left Suez on 5 March 1953.
30.	M. OKSYWIE	768	Liner service to Scandinavian ports.
31.	D. OLSZTYN	1,925	Tramping in North Sea and Baltic.
32.	M. FIAST	3,181	Tramping to Mediterranean, North Sea and Baltic.
33.	M. POKOJ	4,958	China trade.
34.	Tank D. PRACA	8,206	Left Constanta for Shanghai on 24 March 1952. In shipyard hands in Antwerp since 7 July 1952.
35.	M. PRZYJAZN NARODOW	8,694	China service. Left Gdynia for China on 20 November 1952.
36.	D. PRYZYLSC	7,196	China service. Left Suez for Taku Bar on 31 January 1953.
37.	D. RUCK	1,166	Liner service on Gdynia - Hamburg - Antwerp route.
38.	D. FULASKI	7,083	China service. Left Djibouti for Shanghai on 31 January 1953.
39.	Tank M. RYSY	759	North Sea and Baltic. Left Rotterdam with coco oil for Gdynia on 24 December 1952.
40.	D. SLASK	1,400	Liner service between Danzig and Finnish ports.

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41.	M. STALOWA WOLA	3,133	In shipyard hands in Middlesbo (Middelsborough?) until 9 August 1952. Tramping to Mediterranean.
42.	D. TOBRUK	7,048	China service. Left Gdynia for China on 21 January 1953.
43.	Tank M. TURNIA	666	Not observed.
44.	M. WARMIA	902	Liner service on Gdynia - Hamburg - Antwerp run.
45.	M. WARSZAWA	6,021	China service. Left Suez for Taku Bar on 31 January 1953.
46.	M. WARTA	5,593	China service. Left Stalin for Gdynia on 28 February 1953 coming from Taku Bar.
47.	M. WARYNSKI	4,457	Arrived in Gdynia from South America on 4 May 1952. Later two voyages to India. Left Hamburg after repair on 26 February 1953.
48.	D. WISLA	3,108	In shipyard hands in Aarhus until 15 May 1952. Left Danzig for Spezia with timber on 20 January 1953.

Total:

The fleet of the Polskie Linie Oceaniczne consists of 49 ships with a total tonnage of 213,209 GRT.

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Fleet of the "Polska Zegluga Morska", PZM, in Stettin

Serial Number	Name	GRT	Trading Area and Observations
1.	D. BRIGADA MAKOWSIEGC	1,944	Tramping in the North Sea and the Baltic.
2.	M. DUNAJEC	461	New ship. On liner service between Stettin and Antwerp since March 1952.
3.	M. ELBIAG	1,285	Liner service on London - Rouen - Antwerp run.
4.	D. GOPIO	2,263	Tramping in the Baltic.
5.	D. JEDNCSC ROBOTNICZA	2,003	Tramping in the Baltic and the North Sea.
6.	D. KIELCE	2,352	Completed repair in Elsinore shipyard. Tramping in the North Sea and the Baltic. Left Danzig for Alexandria on 21 February 1953.
7.	D. KUINO	2,487	Tramping in the North Sea and the Baltic.
8.	D. KOLOBRZEG	2,370	Tramping. Left Danzig for Italy on 27 February 1953.
9.	D. KRAKOW	2,019	Tramping in the North Sea and the Baltic.
10.	D. KUTNO	2,183	Tramping in the North Sea and the Baltic.
11.	M. NAREW	218	Liner service on the Stettin-Stockholm run. Was not observed trading.
12.	D. NAROCZ	1,795	Tramping in the Baltic. Not observed since 21 November 1952.
13.	M. NYSA	486	Liner service on the Stettin - London - Rouen - Rotterdam run.
14.	D. POZNAN	2,017	Tramping in the North Sea and the Baltic.
15.	D. PSTROWSKI	1,550	New ship, tramping in the North Sea and the Baltic since March 1953.
16.	D. RATAJ	1,021	Tramping in the Baltic. Not observed since 23 May 1952.
17.	M. SAN	487	Liner service on the Stettin - London - Rouen - Rotterdam run.
18.	D. SOLDEK	2,005	Completed repairs on 11 November 1952. Tramping in the North Sea and the Baltic since that date.
19.	D. TORUM	1,978	Tramping in the North Sea and the Baltic. Left Gdynia with coal for Italy on 11 February 1953.
20.	D. WIELUN	2,018	Tramping in the Baltic and the North Sea.
21.	D. WROGLAW	1,589	Tramping in the North Sea.

Total:The fleet of the "Polska Zegluga Morska" consists of 21 ships with 34,551 GRT.

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